

HISTORICAL AND ARCHEOLOGICAL RESOURCES

PHASE I TECHNICAL MEMORANDUM

AUGUST 2011

Prepared for:

Maine Department
of Transportation



Maine Turnpike Authority



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INTRODUCTION

The Central York County Connections Study (CYCCS) is developing strategies to improve connectivity between central York County and the major transportation corridors along the coast (the Maine Turnpike and Route 1). The study is guided by a Purpose and Need Statement, which articulates that the study is to identify transportation and related land use strategies that enhance economic development opportunities and preserve and improve the regional transportation system. Additional information on the study, including the full Purpose and Need Statement, is available at the project website: www.connectingyorkcounty.org.

The CYCCS Study Area includes all or some of the following ten communities (Figure 1):

- The entire Town of Sanford;
- Those areas of Ogunquit, Wells, Kennebunk and Arundel northwest of Route 1;
- Much of North Berwick, Alfred, and Lyman; and
- Portions of western Biddeford along Route 111 and southern Waterboro along US 202.

Alfred, Lyman, North Berwick, Sanford and Waterboro are located in York County's interior, and are not directly served by the Maine Turnpike or Route 1. Access to these municipalities is instead provided by Route 35, Route 99, Route 109 and Route 111. In addition, US Route 202 and Routes 4 and 9 link central York County communities to New Hampshire to the west. Arundel, Biddeford, Kennebunk, Ogunquit and Wells are located along the coast and linked by Route 1. Access to the Maine Turnpike is provided in Biddeford, Kennebunk and Wells.

The CYCCS is organized into four primary study phases:

- I. Organization and Background Information.
- II. Initial Investigations and Analyses.
- III. Detailed Strategy Development and Assessment.
- IV. Study Documentation.

Phases I and II involve organizing available existing conditions information and performing initial strategy development and testing. Subsequent refinement and more detailed investigation of specific strategies will occur during Phase III.

The first stage of historic resource identification for the CYCCS occurred as part of Phase I, and involved mapping historic buildings, structures, and historic districts currently listed in the National Register of Historic Places (National Register), as well as those previously determined to be eligible for the National Register by the Maine Historic Preservation Commission (MHPHC), which is the State Historic Preservation Office (SHPO). For the purposes of project review, "listed" and "determined eligible" are equivalent. Identified archaeological sites are shown on a separate map. Only properties previously identified as listed or eligible are reported here; hence other properties with the potential for National Register eligibility likely exist within the study area. Further field investigation and documentation will be needed in Phase III of the study once areas that could be potentially impacted are better defined.

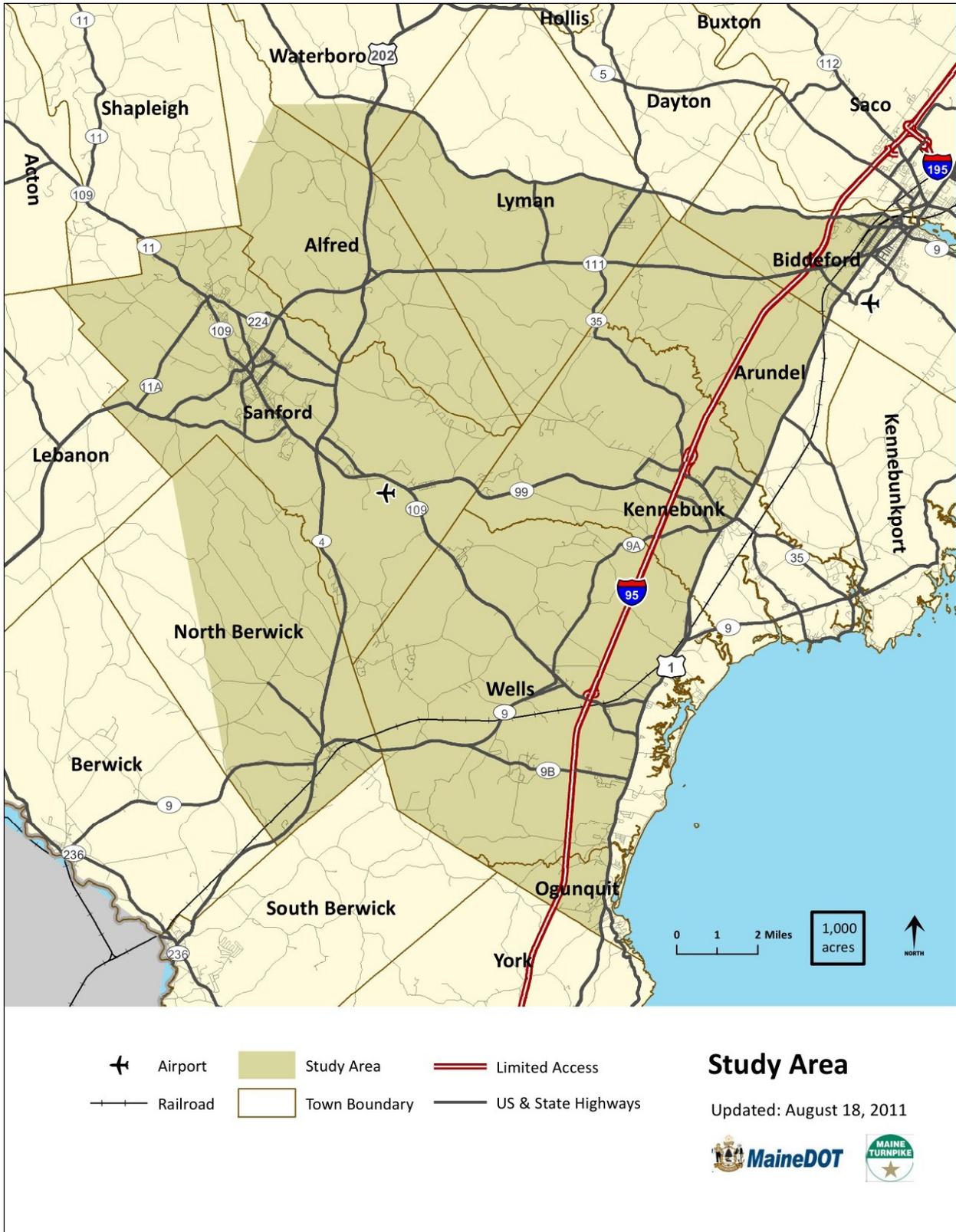


Figure 1: CYCCS Study Area



The following narrative discusses the methodology used for this assessment, including definitions of National Register terms and discussion of the listing and determination of eligibility process. A geographic overview of Central York County is given, followed by specific information about each town. The town-by-town discussion corresponds to the cultural resources maps, which summarize the results.

In the study area, there are currently thirty-nine (39) individual properties and five (5) historic districts listed in the National Register of Historic Places (Figure 2 and Table 1). Two additional districts in Biddeford are immediately adjacent to the study area. In addition, seventy-two (72) individual properties, six (6) bridges and one (1) rural historic district in the study area have previously been determined eligible for the National Register of Historic Places. Table 1 summarizes these locations by town, while properties are individually listed in Appendix A. There are forty-six (46) known archaeological sites, either prehistoric (dating from before recorded history) or historic, in the study area (Figure 3 and Table 2). There are no National Historic Landmarks in this part of York County. If no determination of National Register eligibility has been made for a resource, its status is not ineligible, but “undetermined” (i.e. - pending further study).

Table 1: National Register Listed or Identified Eligible Properties in the CYCCS Study Area

Town	Registered		Determined Eligible		
	Districts	Properties	Districts	Properties	Bridges
Alfred	2	3	-	6	-
Arundel	-	-	-	-	-
Biddeford	-	-	-	-	1
Kennebunk	2	3	-	13	-
Lyman	-	-	-	1	-
North Berwick	-	6	1	15	-
Ogunquit	-	3	-	-	-
Sanford	1	7	-	30	3
Waterboro	-	-	-	-	-
Wells		17		7	2
Total	5	39	1	72	6

Source: Maine Historic Preservation Commission, 2011

Note: Only includes those properties within the CYCCS study area

Table 2: Identified Archeological Sites in the CYCCS Study Area

Town	Historic Archeological Sites	Prehistoric Archeological Sites	Total
Alfred	6	2	8
Arundel	-	1	1
Biddeford	-	-	0
Kennebunk	2	6	8
Lyman	13	-	13
North Berwick	-	4	4
Ogunquit	1	1	2
Sanford	-	4	4
Waterboro	-	3	3
Wells	3	2	5
Total	25	23	48

Source: Maine Historic Preservation Commission, 2011

METHODOLOGY

To create the first phase Central York County historic resources map, MHPC provided GIS map locations for all of the National Register listed historic resources in the area. Archaeological site coordinates were provided by MHPC for the archaeological resources map. Archaeological sites are mapped imprecisely, because their locations are not public information. MHPC also supplied the coordinates of the six (6) historic bridges in the study area determined eligible for the National Register of Historic Places for their engineering significance. Preservation Company – a consulting firm participating in the study – then conducted a search of the historic buildings survey files at MHPC in Augusta, Maine to identify those properties with existing determinations of National Register eligibility.

Several Central York County towns have local Historic Preservation Commissions. However, there are no Local Historic Districts or Local Landmarks designated by Town ordinances within the CYCCS area. Maine State legislation requires each town to include historic preservation planning as one of ten stated goals in its comprehensive plan. The level of detail on historic and architectural resources varies, but the towns have not identified any locally significant historic resources within the study area. All area towns have local historical societies, which would be a key source of historical research information during Phase III of the study, when more detailed assessment of specific areas is conducted.

Cursory research into the historical and geographical context of area towns was conducted to provide an overview of the region. The MHPC website and the Maine Historic Preservation Plan of 2005 were the principal sources of details about the National Register of Historic Places and Project Review and Compliance in Maine.



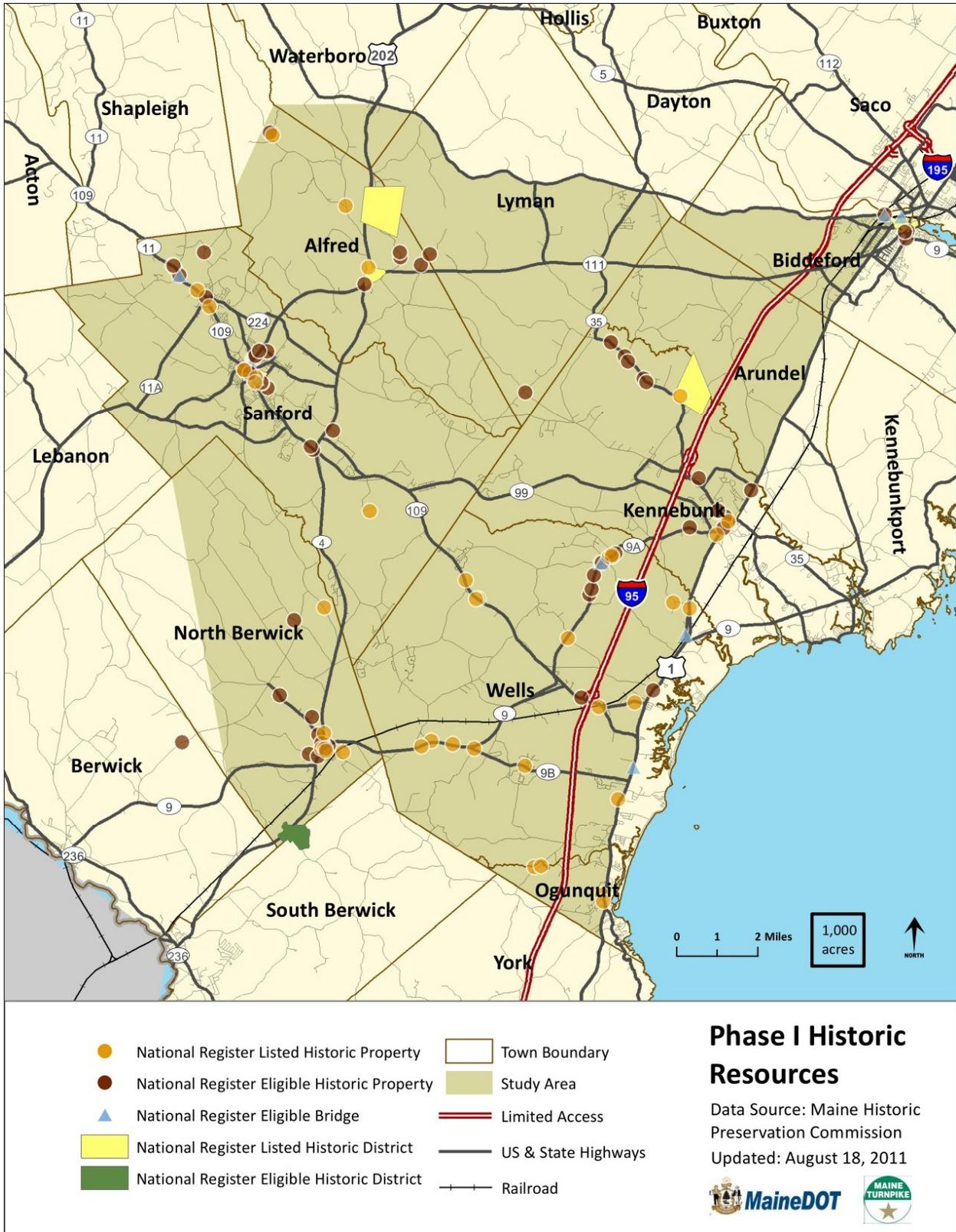


Figure 2: Historic Resources Documented within Study Area

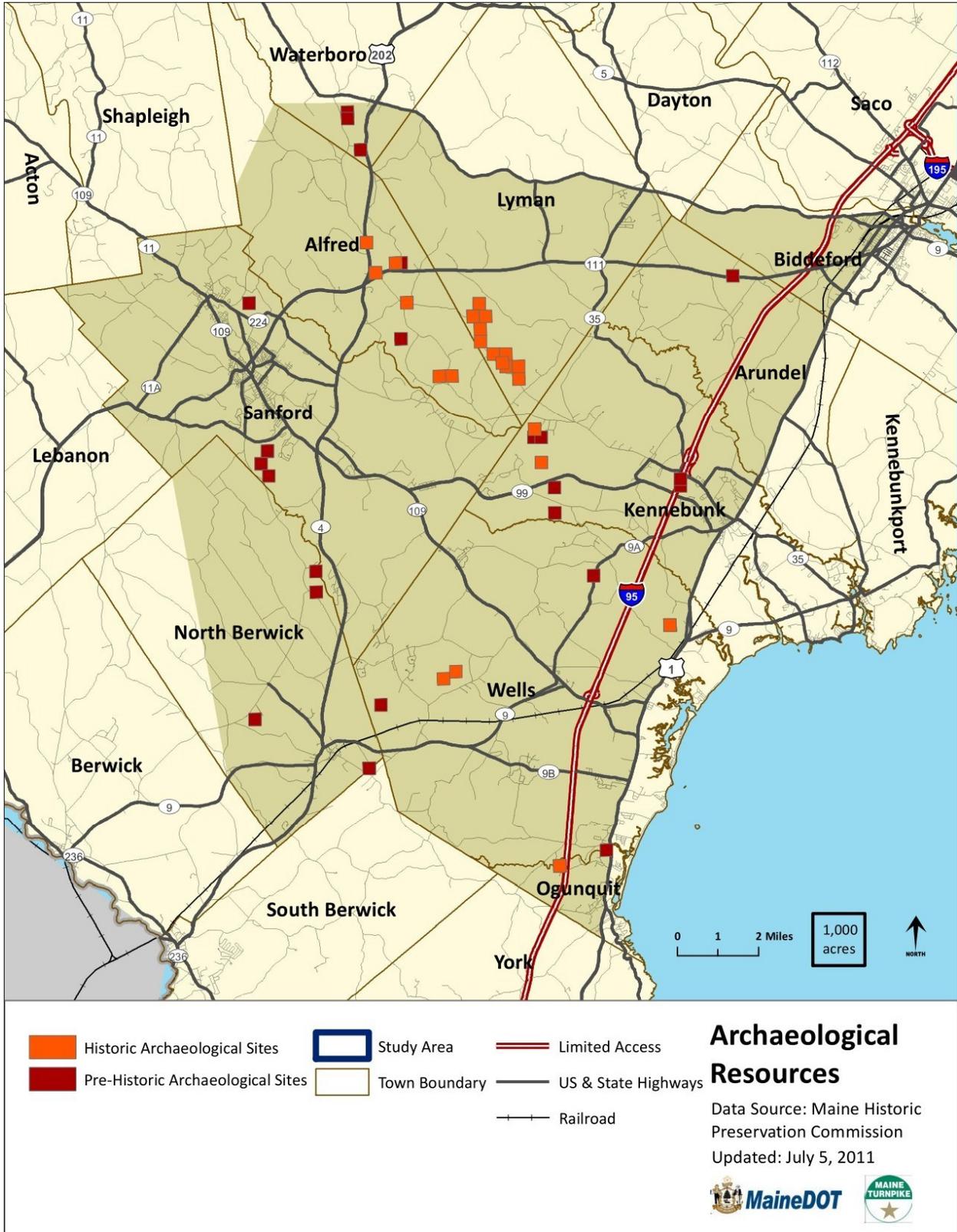


Figure 3: Archaeological Resources



Appendix A includes listings of sites documented in the study, including street addresses when available. In the case of earlier surveys and listings, many of these rural Maine properties had no specific street number.

NATIONAL REGISTER OF HISTORIC PLACES AND DETERMINATIONS OF ELIGIBILITY

The National Register of Historic Places (National Register) is composed of districts, sites, buildings, structures, and objects significant in American history, architecture, archaeology, engineering, and/or culture. Properties are nominated to the Register, or determined eligible, under one or more criteria of significance. They can be related to local contexts, or in some cases to subjects of statewide or national importance. The four general criteria are:

- Association with important events or historic trends.
- Significance by way of association with important persons.
- Significance for architecture and design.
- Potential to yield important information in history or prehistory (usually through archaeology).

Nomination forms for the National Register listed properties in the Central York County region were prepared by Maine Historic Preservation Commission staff in conjunction with local organizations such as the historical societies or historic preservation commissions. The National Register documentation is on file at MHPC and at the National Park Service, National Register of Historic Places in Washington, DC. The National Register is in the process of digitizing its files, but properties in Maine are not yet available on-line.

Pursuant to Section 106 of the National Historic Preservation Act of 1966 (Section 106), agencies are required to consult with the Maine Historic Preservation Commission (the SHPO) to assess the effects of any federally funded, permitted, or licensed undertaking on “historic properties.” These are defined as cultural resources listed in or eligible for listing in the National Register of Historic Places. The goal of this consultation process is to identify the presence of significant historic buildings, structures, districts, and archaeological sites and take steps to avoid, minimize, or mitigate adverse effects (Maine Historic Preservation Plan, MHPC 2005). The process by which the Maine Department of Transportation (MaineDOT) meets their responsibilities for undertakings pursuant to Section 106 is set forth in the 2004 Programmatic Agreement between the Federal Highway Administration, Federal Transit Administration, the Advisory Council on Historic Preservation, MHPC and the MaineDOT . MaineDOT is responsible for defining the area of potential effect (APE) for each undertaking, identifying historic properties within the APE using MHPC Historic Buildings/Structures survey forms, and evaluating the eligibility of any historic properties for inclusion in the National Register. Documentation is forwarded to the SHPO (MHPC) for concurrence and entered in the MHPC survey files.

LIMITS OF AVAILABLE INFORMATION

Because existing determinations of National Register eligibility were made only for properties immediately within earlier projects’ APEs, the status of the majority of historic buildings in the CYCCS study area remains undetermined. They cannot be assumed to be ineligible. Future phases of the CYCCS will include field survey and further research into specific identified corridors within the area.

Similarly, archaeological excavations are conducted when disturbance is threatened, but other currently unknown archaeological sites may exist within the study area. Therefore, further investigation for archaeological resources may be required in future phases of the Study.

In addition to the architectural survey forms that record determinations of eligibility, the MHPC survey files contain large numbers of reconnaissance-level architectural survey forms. Most were locally generated by historic preservation commissions for identification and planning purposes. In central York County towns, the focus of most earlier historic building surveys was on the coastal zone, just east of the study area. These surveys record basic information about the property type, architectural data, approximate age, and location, but do not include historical information or National Register evaluation. The level of documentation may be sufficient to determine National Register eligibility, but the earliest of these surveys are now nearly twenty-five years old and likely out of date. These records are not included in the listings identified in this memorandum.

FINDINGS

OVERVIEW OF STUDY AREA

The Central York County Connections Study covers ten towns between the inland communities of Sanford, North Berwick, Waterboro, Lyman and Alfred and the coastal I-95/US Route 1 corridor, which passes through Ogunquit, Wells, Kennebunk, Arundel and Biddeford. The study area is defined on the northwest by Sanford, including the village of Springvale to the north. On the north are Alfred, southern Waterboro, and the lower half of the town of Lyman. The study area includes a corner of western Biddeford as far east as Route 1. The study area is defined by the west side of US Route 1. The eastern, coastal sections of Kennebunk, Arundel, Wells and Ogunquit are not included.

The region is dominated by the I-95/US Route 1 corridor which parallels the coastline. Route 1 still follows mainly the same path as the original Post Road. This was the focus of all early settlement in the region. Route 1 was the first numbered federal highway in the country. US Route 1 is the main road in Wells, Kennebunk, and Arundel with development all along it. Many historic buildings remain, though overall much of Route 1 is characterized by modern commercial properties. Locally, the road is identified as Main Street in Ogunquit, Post Road in Wells, York Street in southern Kennebunk, Main Street in downtown Kennebunk, and Portland Road to the north and through Arundel, becoming Elm Street in Biddeford.

The Maine Turnpike was opened in 1947, just inland from and parallel to US Route 1 through a rural area. The Turnpike became part of Interstate 95 (I-95) in 1956. There are interchanges with I-95 at Wells (Routes 9 and 109), in West Kennebunk (Route 35), and Biddeford (Route 111). The western part of the study area is defined by Route 4. It is a south-north road from Dover, New Hampshire and South Berwick, through North Berwick, southern Sanford, Alfred, and Waterboro to points north, continuing all the way to Rangeley. In Alfred and Waterboro, the highway carries both Route 4 and Route 202 designation (north of Route 111).

Route 109 (Sanford Road) is the direct route between Wells and Sanford. Wells is the eastern terminus of the 24-mile route across to Acton at the New Hampshire (NH) state line. Route 109 passes through



the Highpine neighborhood of Wells and past the Sanford Regional Airport. The northern highway in the study area, Route 111 is an east-west road (Alfred Road) from Biddeford to Alfred, where it continues east to Sanford and beyond to New Hampshire as US Route 202. In the south, Routes 9, 9A and 9B connect coastal Wells with North Berwick.

Historically, three railroads passed through southern and central York County, all in a generally south-north direction, connecting Boston and Portland. The one remaining rail line, formerly the Boston and Maine, is the route of the Downeaster passenger train operated by Amtrak on Pan Am Railways track. From Dover, New Hampshire, it passes through South Berwick, North Berwick, Wells, Kennebunk, and Biddeford. This section of the Boston and Maine was built in 1873 to compete with the earlier Boston to Portland line, the Portland, Saco & Portsmouth (PSP), then controlled by the Eastern Railroad. Built in 1842, it passed through Kittery, Eliot, North Berwick, Wells Depot, Wells Branch, and Kennebunk. The two roughly parallel routes intersect in North Berwick. The Boston and Maine prevailed and was able to take over the Eastern Railroad in the 1880s. The PSP line was abandoned in the 1940s, but parts of the right-of-way still remain evident in segmented ownership. The most inland of the three railroads in the study area was the 1871 Portland & Rochester Railroad, which went southwest-northeast from Rochester, through Springvale and Alfred and north through Waterboro toward Portland. Passenger service ended in 1932 and much of the line was abandoned in the 1950s. The right-of-way remains evident in places under various ownerships.

Not including the major south-north routes, most of the local roads in the area run east-west or more commonly southeast-northwest, connecting the seacoast and inland towns. These local roads follow the topography, particularly the valleys and interval areas of numerous rivers and streams that flow from northwest to southeast into the Atlantic. These rivers provide water-power upriver and salt marshes and sheltered harbors at their outlets on the coast. Outside of the town centers, the roads in this region pass through rural areas. There are many scattered historic houses and farms, a number of distinct neighborhoods, and late 20th century development interspersed.

The towns in Central York County are listed (alphabetically) below with a summary of identified National Register listed and identified eligible historic resources, as well as archaeological resources. These sites are shown on the Historic and Archaeological Resources maps (Figures 2 and 3), and National Register sites are additionally tabulated in Appendix A.

ALFRED

Alfred, in the geographical center of the county, has been the seat of York County since the early 1800s. It remains a small town with distinctive historic buildings, including the old courthouse. The intersection of US Route 202 and Route 111 is near the middle of the town.

Alfred has two (2) National Register listed historic districts and three (3) individually listed houses. The town center (Saco and Kennebunk Roads) was listed in the National Register of Historic Places as a historic district in 1983. The 150-acre district contains forty-six (46) buildings, most from the early 1800s. The Alfred Shaker Village Historic District on US Route 202/Route 4 (Shaker Hill Road) in the northern part of town was listed in 2001. Individual National Register listed properties are the Senator

John Holmes House on US Route 202 (listed 1975), the Lord-Dane House on Federal Street north of US Route 202 (listed 1992), and the District No. 5 Schoolhouse on Gore Road (listed 2009).

Determinations of National Register eligibility have been made for six (6) additional properties on Back Road, Blueberry Hill Road, and Oak Street. Alfred contains six (6) identified historic archaeological sites and two (2) prehistoric.

The Town of Alfred has a local Alfred Historical Museum and Historical Committee, established in 1981. The Alfred Village Museum is located in the old firehouse in the National Register historic district. The town's Comprehensive Plan does not identify any local historic districts or landmarks.

ARUNDEL

The study area includes portions of Arundel on and west of US Route 1. Therefore, the eastern and southeastern coastal parts of Arundel are not included. Arundel was formerly known as North Kennebunk until it was set off as a separate town in 1915 with the Kennebunk River as the dividing line. Settlement is focused on Route 1 (Portland Road), and the town is primarily rural in outlying areas. Route 111 crosses the northern edge of Arundel, west of Biddeford and the Maine Turnpike exit 32 interchange.

There are no properties in the study area listed in or determined eligible for the National Register of Historic Places. There is one (1) prehistoric archaeological site. The Arundel Comprehensive Plan adopted in 2007 recommended future survey of historical sites and buildings, but this has not been conducted. Arundel does not have a local historic preservation commission or ordinance.

BIDDEFORD

The City of Biddeford is a factory town on the Saco River near its mouth at the ocean. With a population of 22,000, Biddeford is Maine's sixth largest city. The northeast tip of the CYCCS study area is defined by the "Five Points" intersection at the southwest corner of downtown Biddeford at the junction of US Route 1 and Route 111. Directly to the north and east of (but external to) the study area are the southern edges of two (2) National Register listed historic districts, the Biddeford Main Street Historic District and the Biddeford-Saco Mills Historic District.

Within the study area, there is one (1) National Register eligible property in Biddeford, the Elm Street/Hooper Street Bridge (built in 1929). Elsewhere in Biddeford, several individual buildings have been determined eligible for the National Register, but all are outside the study area. In 2009, properties on Elm Street/US Route 1 in the vicinity of St. Mary's Cemetery were surveyed but none were determined eligible. There are no surveyed archaeological sites in Biddeford that are located within the study area.

The Biddeford Main Street Historic District listed on the National Register of Historic Places in 2009 lies external, but immediately adjacent to the northeast corner of the study area. The Main Street Historic District includes 29 to 316 Main Street and portions of Elm, Jefferson, Adams, Washington, Franklin, Alfred, and Water Streets. To the east, on the Saco River, the Biddeford-Saco Mills Historic District listed



on the National Register in 2008 is bounded by Pearl, Lincoln, York and Main, Biddeford, Gooch and Saco Streets.

Archeological sites have not been identified within the small area of Biddeford that lies within the CYCCS study area.

KENNEBUNK

Kennebunk developed as an independent village of Wells until set off as a separate town in 1820. The downtown was centered near the present-day Kennebunk Bridge over the Mousam River and adjacent industrial sites. The commercial center lines US Route 1 at the junction of US Route 1, Route 9A, Route 99, and Route 35. Route 99 runs east-west out of Kennebunk toward Sanford on the south side of the Mousam River. Route 35 passes through the village of West Kennebunk (also Kennebunk Depot) and Alfred to the northwest. East of US Route 1, Route 35 continues toward the shore along the south side of the Kennebunk River.

Within the study area, Kennebunk contains two (2) National Register listed historic districts and three (3) individually listed properties. The Kennebunk Historic District listed in the National Register of Historic Places in 1974 includes both sides of Route 35 (Summer Street) from US Route 1 eastward along the south side of the Kennebunk River. The "Upper Square" in downtown Kennebunk at the intersection of US Route 1 and Route 35 falls within the current study area, though most of the historic district is to the east. Individual National Register listed properties on the west side of US Route 1 are the Bourne Mansion at 8 Bourne Street (listed 1980) and Wallingford Hall (added 2004) at 21 York Street, as well as the James Smith Homestead on Route 35 (listed in 1982). Other individually listed National Register properties are in the coastal part of town east of US Route 1. In the study area, the Lower Alewife Historic District, listed on the National Register of Historic Places in 1994, is a rural district of farms and open fields west of the Maine Turnpike on the northern edge of Kennebunk. It is located on Emmons Road, east of Route 35/Alewife Road.

Thirteen (13) buildings in the study area have determinations of National Register eligibility. They are primarily on Fletcher Street and Alewife Road which are Route 35.

Kennebunk is the only Central York County town that is a Certified Local Government (CLG). The CLG Program was created in the early 1980s by an amendment to the National Historic Preservation Act to promote preservation planning and cultural resource protection efforts at the local level, consistent with State and Federal standards. The key requirement for participation is the adoption of a historic preservation ordinance that creates a local historic preservation commission. CLGs are eligible to apply for dedicated annual grants. Kennebunk survey was conducted in 1991-93 and 1999-2000 primarily in the historic district east of Route 1. The intersection of US Route 1 and Ross Road was surveyed in 2001 but no determinations of individual eligibility resulted. A reconnaissance-level historic buildings survey has not been conducted in the study area, west of US Route 1.

There are six (6) identified prehistoric archaeological sites in Kennebunk and two (2) historic archeological sites.

LYMAN

Inland from Biddeford is the small town of Lyman, the southern half of which is included in the study area. The main road through Lyman is Route 111, Alfred Road, a straight east-west highway from the coast to the county seat crossing the southern part of town. Settled in the late 18th century, Lyman was originally incorporated as Coxhall until being renamed in 1803. Farming and forestry were the primary industries. Lyman's town center is at "Goodwin's Mills" a small hamlet in the east corner of town, north of Route 111 on Route 35 (Goodwin's Mills Road). This area was formerly home to saw and grist mills dating from the 18th century. The village of Goodwin's Mills, which overlaps the Dayton town line, is located along South Waterboro Road and South Street, which form a west-east route north of and parallel to Route 111 and define the north edge of the study area. Goodwin Mills is not presently identified as eligible for listing.

Within the study area, there are no National Register listings but there is a single determination of eligibility for the former Congregational Church on Old Kennebunk Road. Eleven (11) archaeological sites are recorded on the Phase I map. Nearby to the north of the study area is the National Register listed Levi Foss House on Route 35. The Alfred Shaker Historic District, described previously, abuts Lyman's western town line.

NORTH BERWICK

North Berwick, settled in the late 18th century was part of Berwick until 1831, was mainly a farming town. The town center developed as a mill village in the southeast corner of town on the Great Works River. This was the junction of the Portland, Saco and Portsmouth Railroad (1842) and the Boston and Maine Railroad (1873). The woolen mill operated from 1834 to 1955, and the Hussey Manufacturing Company established in the mid 1800s remains in business. North Berwick (village) is the junction of south-north Route 4 (Elm and High Streets) and east-west Route 9. Outside the town center, North Berwick is largely rural and sparsely settled. The irregular intersecting roads run in an overall southeast-northwest direction towards Sanford and Alfred. For the North Berwick Comprehensive Plan of 1990, a list of historic houses more than fifty years old was compiled, though determination of eligibility for National Register listing was not made. The North Berwick Historical Society was founded in 1958, though the town does not have a local heritage commission or historic preservation ordinance.

About 75 percent of eastern North Berwick's land area is included in the study area. There are six (6) properties listed in the National Register of Historic Places and another fifteen (15) properties and one (1) historic district determined to be eligible. Listed properties include: the North Berwick Woolen Mill on Canal Street (listed 1983), the Thomas Hobbs Jr. House on Wells Street (listed 1982), the Mary R. Hurd House on Elm Street (listed 1979), the Hussey Plow Company Building on Dyer Street (listed 1979), the J.L. Prescott House on High Street (listed 1985), and the Old Morrell House on Bauneg Beg Pond Road (listed 1976)

The Knights Pond Road Historic District is a small rural area determined to be eligible as a historic district. It contains several farm properties on the North Berwick-South Berwick town line including land in the latter town. Fifteen individually eligible properties are located in the downtown and



elsewhere in North Berwick. There are no eligible historic bridges. Four (4) prehistoric archaeological sites are identified in town, including one (1) on the South Berwick town line.

OGUNQUIT

Ogunquit is a small oceanfront town, part of Wells for much of its history. The Town of Ogunquit was incorporated in 1980. It is located on the southern edge of the study area, north of the town of York. US Route 1 is the main road. East of US Route 1 on the waterfront is the focus of this summer resort community. The western part of town, which is bisected by the Maine Turnpike, is largely rural.

Ogunquit has three (3) properties in the CYCCS area listed on the National Register of Historic Places. No other determinations of National Register eligibility have been made. The Goodale/Stevens Farm and the Goodale/Bourne Farm on North Village Road were listed on the National Register in 1979, as was the Charles Perkins House on Scotch Hill. Outside the study area, National Register listed properties east of US Route 1 include the Ogunquit Playhouse and the Winn House, one of the early Wells capes (see section on Wells) moved to its present site in 2001. One (1) historic archeological site and one (1) prehistoric archaeological site are located near the Ogunquit/Wells town line.

Ogunquit conducted an intensive architectural survey for potential National Register Eligibility in 1990, focusing on Route 1 and eastward. No determinations of National Register eligibility were made. Ogunquit has a Historic Preservation Committee and local preservation ordinance in place. The two locally designated sites in the ordinance are both east of Route 1 outside the study area: Perkins Cove Bridge and the Winn House on Obed's Lane.

SANFORD

The entire town of Sanford falls within the CYCCS study area. With a population of more than 20,000, Sanford is the eighth largest town in the state. It was an important factory town, densely settled on both sides of the Mousam River. The distinct village of Springvale had its own factories from the 1820s and was the town's original commercial center. Thomas Goodall established the Goodall Mills woolen mill in the 1860s. The large company manufactured blankets, carriage robes, upholstery and drapery fabric and later woolen cloth for clothing. The company prospered and local growth continued in the early twentieth century. The mills operated until 1954.

The main road through Sanford and Springvale is Main Street, which is also designated Route 109. The highway parallels the south side of the Mousam River. Local roads converge in the downtown. Route 4 bypasses the downtown, passing through South Sanford where it intersects with Route 109. US Route 202 passes southwest-northeast through Sanford on Lebanon Road and Cottage Street. The outlying areas were historically rural, but residential subdivisions have been built in the late twentieth century.

Sanford does not have a local historic preservation ordinance. The Sanford Historical Committee was formed by the Town in 1927 to acquire, preserve, and display items of historical significance. In 2005, the Sanford-Springvale Historical Society was formed as a non-profit corporation to create a historical museum in the former Town Hall in Springvale for the collections of the Sanford Historical Committee. Portions of Sanford were surveyed at a reconnaissance level in 1984 and the survey forms are on file at MHPC.

Sanford has seven (7) individual properties and one (1) historic district listed in the National Register of Historic Places. Determinations of National Register eligibility have been made for thirty (30) Sanford properties and additionally three (3) historic bridges.

The Sanford Mills Historic District, listed in the National Register in 2009 is a 7½-acre district of industrial buildings on the Mousam River in downtown Sanford. National Register listed individual properties include The Sanford Naval Air Station Administration Building and Control Tower (listed 1997) off Route 109 in the southern part of town. In the downtown, National Register listed properties include: the Thomas Goodall House at 232 Main Street (listed 1975), the Smith-Emery House at 253 Main Street (listed 1998), the Emery Homestead at 1-3 Lebanon Street (listed 1980), the U.S. Post Office at 28 School Street (listed 1986), the Old Sanford Town Hall at 505 Main Street (listed 2007), and the Goodall Memorial Library at 953 Main Street (listed 2008).

Properties with determinations of National Register eligibility include: the Goodall Hospital buildings at 25 and 27 June Street, the Unitarian-Universalist Church at 5 Lebanon Street, the Charles Frost House at 226 Main Street, the Brown Hall-Nasson Institute at 457 Main Street, the Wentworth-Bradford Block on Main Street in Springvale, and the First Baptist Church at 905 Main Street. The group of twelve (12) individually eligible houses on Cottage Street/US Route 202 (26 to 64 Cottage Street) is mill worker housing that forms a potential historic district. Outside the downtown, historic properties determined eligible include Pickett Homestead at 1410 Main Street, the Hawthorne School at 1431 Main Street and the J. Moulton House/Farm on Gavel Road in South Sanford and 82 Littlefield Road on the outskirts of Springvale. The three National Register eligible historic bridges are the Bridge Street Bridge on Route 224 (built in 1901), the Washington Street Bridge (built in 1920), and the Jellison Bridge on South Curve Lane (built in 1920).

The Sanford Comprehensive Plan of 2002 identified the town's high likelihood of undiscovered archaeological sites in addition to the four (4) prehistoric sites recorded in MHPC files.

WATERBORO

The southern corner of Waterboro lies within the CYCCS study area. Located due north of Alfred, Waterboro was historically an agricultural town with some lumbering and industry in the town center and at South Waterboro. The latter developed in the post Civil War period and was the local station on the Portland and Rochester Railroad, which opened in 1868. Route 4 and US Route 202 follow south-north as Main Street. West Road and South Waterboro Road (running northwest and southeast) intersect and form the northern edge of the study area. South Waterboro Road is a major route toward the coast, becoming South Street and continuing east into Biddeford on the south side of the Saco River.

South Waterboro along Main Street retains some integrity as a historic village center with many nineteenth century buildings, though none of these have determinations of eligibility. Large areas of the town, including northern Main Street, were destroyed by fires in 1911 and 1947. The bulk of the town and its other village centers are north of the study area, which is defined by the intersection of Main Street and South Waterboro Road,



There are no properties currently listed in or previously determined eligible for the National Register of Historic Places in the southern part of Waterboro that is within the CYCCS study area. MHPC identified locations of three (3) prehistoric archaeological sites.

The 1990 Waterboro Comprehensive Plan with 2003 updates included extensive discussion of historical resources in town. The Plan identified South Waterboro, which partially resides within the CYCCS study area, as a historic area worthy of future architectural survey.

WELLS

Wells is an oceanfront community with an extensive coastline of beaches and tidal inlets. Incorporated as Webhannet in 1653, it was the third town in Maine. Farming was the focus with small local mills and shipbuilding. Settlement was concentrated on Post Road (US Route 1). The eastern coastal part of town became dominated by summer tourism later in the 19th century. Inland Wells has an irregular pattern of interconnecting rural roads. Several form east-west state highways. The intersection of Route 109 and Route 9 is near the Maine Turnpike exit 19 interchange. Route 9 (North Berwick Road) is an east-west road on the north side of the Webhannet River. Route 9B (Littlefield Road) is a smaller road parallel to the south side of the river. Across the southern edge of town, Tatnic Road is the route to South Berwick. Route 109, Sanford Road, is the main road toward Sanford and Alfred. Toward the northwest edge of Wells, the "Highpine" neighborhood was a center of settlement and a railroad station on the Eastern Railroad.

Within the study area in Wells, seventeen (17) buildings are currently listed in the National Register. Seven (7) buildings and two (2) bridges have been determined eligible.

National Register listed properties include: the Wells Baptist Church Parsonage on Branch Road (Route 9A), the Wells Homestead on Sanford Road, the Emery House on Highpine Loop, the Austin-Hennessey Homestead on Burnt Mill, the Dorfield Farm off Harriseckett Road, the Early Post Office at Bragdon's Crossing, the Littlefield Homestead on Branch Road, the Littlefield Tavern on Route 9B, Littlefield-Chase Farmstead on Route 9/North Berwick Road, the Littlefield-Dustin Farm on Dodge Road, and the Littlefield-Keeping House on Route 9B. A number of the above were nominated in 1979 as part of a multiple property nomination listing fifteen (15) separate houses (many in the study area) that were listed as a thematic grouping known as the "Early Capes of Wells, Maine." National Register listed sites also include: the First Church, now the Meeting House Museum of the Historical Society of Wells & Ogunquit on Post Road/US Route 1, and the Division 9 Schoolhouse on North Berwick Road. Libby's Colonial Tea Room, part of Johnson's American Museum, is located on the corner of Post Road/US Route 1 and Harriseckett Road.

The Boston & Maine Railroad Underpass Bridge (circa 1920) on Bypass Road and the Old Buffum Bridge (circa 1931) on Post Road were determined eligible by the MaineDOT survey. Properties with determinations of National Register eligibility include the Wells Branch Community Building at 1411 Branch Road, the Fire Association Building at 1291 Branch Road and dwellings and farms on Branch Road located at 936, 1010, 1140 and 1285 Branch Road.

According to the Wells Comprehensive Plan, the Town had a local Historic Preservation Committee as early as 1978 and a Historic Preservation Commission since 1985. The local commission conducted a survey of significant properties and sites in Wells between 1999 and 2004. A report on the locations of the many small family cemeteries was produced with the assistance of the Department of Public Works in 1997. At the time of the Comprehensive Plan, the Wells Preservation Commission had placed nine (9) properties on the local historic register. Of these, four (4) are also on the National Register of Historic Places (Littlefield-Keeping House, Littlefield-Dustin Farm, Former First Congregational Church, and Division 9 School). The other five locally identified properties are the Moulton Homestead (61 Post Road), the Rankin School (1817 Post Road), the Eldridge Tavern (6 Eldridge Road), the Oliver West Farm (359 Bald Hill Road), and the Rose Cottage (224 Sanford Road).

Wells, as with much of the study area, may potentially have additional prehistoric sites that have yet to be identified. Two (2) prehistoric archaeological sites and three (3) historic archaeological sites are identified by MPHIC.





APPENDIX A

NATIONAL REGISTER OF HISTORIC PLACES – LISTED AND IDENTIFIED ELIGIBLE SITES



NATIONAL REGISTER LISTED DISTRICTS AND PROPERTIES

Town	Name	Street Address	Property Type
Alfred	Alfred Historic District	Saco and Kennebunk Roads	District
Alfred	Alfred Shaker Historic District	Shaker Hill Road (US 202)	District
Alfred	District No. 5 Schoolhouse	781 Gore Road	School
Alfred	Lord-Dane House	Federal Street	House
Alfred	Sen. John Holmes House	US 202	House
Biddeford *	Biddeford Main Street Historic District	Main Street	District
Biddeford *	Biddeford/Saco Mills Historic District	Off Main Street, Saco River	District
Kennebunk	Kennebunk Historic District	ME Route 35 (Summer Street)	District
Kennebunk	Lower Alewife Historic District	Emmons Road	District
Kennebunk	Wallingford Hall	21 York Street	House
Kennebunk	Bourne Mansion	8 Bourne Street	House
Kennebunk	James Smith Homestead	ME Route 35	House
North Berwick	North Berwick Woolen Mill	14-20 Canal Street	Mill
North Berwick	Hussey Plow Company Building	Dyer Street	Industrial
North Berwick	J.L. Prescott House	High Street	House
North Berwick	Mary R Hurd House	1-7 Elm Street	House
North Berwick	Old Morrell House	Bauneg Beg Pond Road	House
North Berwick	Thomas Hobbs, Jr. House	Wells Street	House
Ogunquit	Charles Perkins House	Scotch Hill	House
Ogunquit	Goodale-Bourne Farm	North Village Road	House
Ogunquit	Goodale-Stevens Farm	North Village Road	House
Sanford	Sanford Mills Historic District	Pioneer Ave/Washington St.	District
Sanford	Goodall Memorial Library	952 Main Street	Library
Sanford	Smith-Emery House	253 Main Street	House
Sanford	Emery Homestead	1-3 Lebanon Street	House
Sanford	Sanford Main US Post Office	28 School Street	Post Office
Sanford	Thomas Goodall House	232 Main Street	House
Sanford	Old Sanford Town Hall	505 Main Street	Institutional
Sanford	Sanford Naval Air Station Administration Building and Control Tower	Airport Road	Air Tower
Wells	Division No. 9 School	1760 North Berwick Road	School
Wells	Austin-Hennessey Homestead	Burnt Mill Road	House
Wells	Dorfield Farm	Harriseckett Road	House
Wells	Early Post Office	Bragdon's Crossing	House
Wells	Eaton House	Sanford Road	House
Wells	Emery House	Highpine Loop Road/Sanford Road	House

Wells	First Congregational Church	1695 Post Road	Church
Wells	Hatch House	Sanford Road	House
Wells	Libby's Colonial Tea Room	Route 1/Harrisecket Road	Recreational
Wells	Littlefield Homestead	1459 Branch Road (ME 9A)	House
Wells	Littlefield Tavern	Route 9B/Charles Chase Road	House
Wells	Littlefield-Chase Farmstead	North Berwick Road	House
Wells	Littlefield-Dustin Farm	Dodge Road	House
Wells	Littlefield-Keeping House	North Berwick Road	House
Wells	Mill House	Post Road	House
Wells	Wells Homestead	Sanford Road	House
Wells	Wells Baptist Church Parsonage	1342 Branch Road (ME 9A)	Church

* External but adjacent to the CYCCS study area

IDENTIFIED ELIGIBLE DISTRICTS AND PROPERTIES

Town	Name	Street Address	Property Type
Alfred	None	109 Back Road	House
Alfred	None	145 Back Road	House
Alfred	None	39 Blueberry Hill Road	House
Alfred	None	659 Williams Road	House
Alfred	None	Clark Road/Blueberry Hill	House
Alfred	Patrician Designs	Oak Street	House
Biddeford	Elm Street Bridge #1351	Elm Street/Hooper Street	Bridge
Kennebunk	Chestnut Hill Farm	617 Alewife Road	House
Kennebunk	Fairview Farm	164 Alewife Road	House
Kennebunk	Goodall Worsted Company/Kesslen Shoe Company	2 Storer Street	Commercial
Kennebunk	J.J. Keating Antiques	70 Portland Road	House
Kennebunk	Maple Top Farm	885 Alewife Road	House
Kennebunk	None	34 Fletcher Street	House
Kennebunk	None	54 Fletcher Street	House
Kennebunk	None	59 Fletcher Street	House
Kennebunk	None	584 Alewife Road	House
Kennebunk	None	785 Alewife Road	House
Kennebunk	None	89 High Street	House
Kennebunk	The Alewife House Antiques	756 Alewife Road	House
Kennebunk	Upper Dam	Off Main Street	Dam
Lyman	Congregational Church/United Church of Christ	8 Old Kennebunk Road S	Church
North Berwick	Knight's Pond Road Historic District	Knight's Pond Road	District
North Berwick	First Congregational Church	15 High Street	Church
North Berwick	Hurd Library	41 High Street	Library
North Berwick	None	387 Berwick Street	House



North Berwick	None	235 Berwick Street	House
North Berwick	None	32 Wells Street	House
North Berwick	None	30 High Street	House
North Berwick	None	182 Old Sanford Road	House
North Berwick	None	Old Sanford Road	House
North Berwick	None	Ford Quint Road	House
North Berwick	None	11 Lebanon Road	House
North Berwick	None	Varney Road	House
North Berwick	none	Maple Street	House
North Berwick	None	Card Mill Road	House
North Berwick	None	54 Elm Street	House
North Berwick	None	8 Gould's Bridge Road	House
Sanford	Unitarian Universalist Church	5 Lebanon Street	Church
Sanford	Brown Hall-Nasson Institute	457 Main Street	Institutional
Sanford	Charles H. Frost House	226 Main Street	Library
Sanford	First Baptist Church	905 Main Street	Church
Sanford	Goodall Hospital	25 June Street	Hospital
Sanford	Goodall Hospital	27 June Street	Hospital
Sanford	Wentworth-Bradford Block	Main Street	Commercial
Sanford	Hawthorne School	1431 Main Street	School
Sanford	J. Moulton House/Farm	76 Gavel Road	House
Sanford	None	237 Main Street	House
Sanford	None	286 Main Street	House
Sanford	None	62 School Street	House
Sanford	None	106 School Street	House
Sanford	None	74 School Street	House
Sanford	None	70 School Street	House
Sanford	None	24 Cottage Street	House
Sanford	None	28 Cottage Street	House
Sanford	None	32 Cottage Street	House
Sanford	None	36 Cottage Street	House
Sanford	None	38 Cottage Street	House
Sanford	None	42 Cottage Street	House
Sanford	None	46 Cottage Street	House
Sanford	None	50 Cottage Street	House
Sanford	None	54 Cottage Street	House
Sanford	None	56 Cottage Street	House
Sanford	None	60 Cottage Street	House
Sanford	None	64 Cottage Street	House
Sanford	None	112 Cottage Street	Commercial
Sanford	None	82 Littlefield Road	House
Sanford	Pickett Homestead	1410 Main Street	House
Sanford	Bridge Street Bridge #1358	6 Bridge Street	Bridge

Sanford	Tellison Bridge #1302	South Curve Lane	Bridge
Sanford	Washington Street Bridge #1359	Washington Street/River St.	Bridge
Wells	Wells Branch Community Building	1411 Branch Road	Recreational
Wells	Wells Branch Fire Association Building	1291 Branch Road	Garage
Wells	None	936 Branch Road	House
Wells	None	1010 Branch Road	House
Wells	None	1140 Branch Road	House
Wells	None	1285 Branch Road	House
Wells	None	Sanford Road by tollgate	House
Wells	B&M Railroad Underpass Bridge #5337	By-pass Road	Bridge
Wells	Old Buffum Bridge #0821	Post Road	Bridge

